



# UP THE HOLLER

Newsletter of Division 9  
THE COAL DIVISION

Mid Central Region NMRA

June 2013



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## HEAD OF THE HOLLER

Bob Weinheimer MMR

The Mid Central Region convention is behind us and we had a great time. The Coal Division was well represented with about ten member including at least three who presented clinics. The big news, as is almost usual for us, was the contest. For the second year in a row, Dan Kennedy has won Best of Show in the judged model contest. John Harris took the photo here of Dan standing behind his prize winning model. But this time Dan is not alone. None other than Gary



Burdette MMR won Best of Show in the Arts and Crafts competition! Gary also won first place in the Steam Locomotive category and third place in On Line Structures. He also won a number of popular vote prizes, he almost needed help toting all the plaques out of the banquet hall. But there is more: Dan Mulhearn scored second and third places in the Photo contest for his two prototype shots! It looks like no contest category is safe from Coal Division members, congratulations to all.

Next year the National convention will be in Cleveland, so we will not have a Regional convention to avoid conflicting events. In 2015 the MCR convention will be in Lexington, KY, in 2016 in Columbus, in 2017 in Louisville and in 2018 in Cincinnati. It will probably be our turn again after that!

## MEETING NOTICE

In June we will not have a meeting due to the Hocking Valley event. Our next meeting will be July 13 at the St. Albans Depot. We will start with a cookout at noon then have the usual meeting at 2. Members have graciously agreed to bring all the items we need except for one big one: a grill! **WE NEED A GRILL** unless we want raw hamburgers and cold hot dogs. If you can supply a grill (gas or charcoal) and its fuel, get in touch with Bob (contact info to the left) and let him know. **IF WE DO NOT HAVE A GRILL LINED UP BY JULY 1 WE WILL ABORT THE COOKOUT AND JUST HAVE A REGULAR MEETING.**

## FROM THE OFFICE DOWN THE HALL

Gary J. Burdette MMR

It is funny how discussions may arise at different locations by different individuals but focusing on similar subjects. I am referring to some recent chit-chat concerning model building and judging for an AP certificate or contest competition. One talk occurred at the Hawks Nest Modeler's Weekend in March, and the other was at the MCR Convention in Dayton, this month. Ideas and opinions varied.

The initial concern was addressed when looking at the requirements for constructing a scratch-built locomotive. More specifically, the need to build your own side frame, if you choose to fabricate a diesel loco, came into question. With the high quality of the new frames now available, it seemed too many that a swap-out or addition of said part to a totally scratched and highly detailed and painted model would make sense to maintain that crisp look. A homemade master, mold, and casting would probably look crude in comparison unless prepared by a master tool and die maker. The rules say the latter, not the former, is a must.

In one way, this is no big deal. The answer is to simply build a little industrial loco for the scratch-built item with the side frame included in the chassis. I guess the rub is, why? You may not have the time nor finances to spend on something that is going to get you credit in a modeling program but not contribute to the railroad you are trying to build, nor add to the overall quality of your equipment. Is it time to up-date or modernize this area of the AP? I don't know. It is certainly a subject for debate.

Related but different is the topic bantered about at the convention. It was suggested that a model that did not receive a Merit Award should not be awarded a place or ribbon in the contest. It was felt that only a model of 87 1/2 points (which would be "average"), or above, would be of high enough quality to be designated a winner. In one way, this might seem appropriate. First place signifies

achievement and implies quality. In one category, the blue ribbon went to a model that had scored 80 points and the second and third place entries slightly less. With the above criteria, no awards would have been given.

A couple of things come to mind. First, all of the models were nice. It was noted at the time that a contest and AP scoring were related but different, as I alluded to above. While we rate models based upon scoring methods which may classify a model as "Merit" worthy, we rank them from best, to second best and so on. Second, then, is the fact that several models can be ranked in a competition and not be detailed or complex enough to achieve the AP designation, yet be good enough in comparison to one another to be granted a ribbon to indicate "place."

Were the above procedure not so, no one would ever enter a contest for their good model might not be "fine" enough. I mentioned that I had won ribbons with both types of entries over the years. It was fun to win first place with a good 80 point piece. I really felt more satisfaction, however, when I received a merit score for a model (which has happened) that didn't even place! Still: winning the ribbon it nice.

Did we come up with any answers or solve any problems? No. Build your models as each occasion and use dictates. A nice-looking diesel to head your passenger train on the one hand and a totally scratch-built industrial loco on the other hand may be the path you take. One item may or may not win a ribbon nor score enough points for a merit award, but will fit into your railroad. The other may do all three.

The rules, procedures, rankings, and all the other things are pretty cut-and-dried, so pick the avenue you wish to take and keep building!

## NEWSLETTER DEADLINES

The goal of the newsletter team is to have this document reach you by email or snail mail at least one week prior to our meetings. We typically do the layout work the Wednesday 10 days before the meeting with distribution Thursday or Friday. For this to happen reliably, we need all items for publication by the Monday 12 days prior to the meeting. If we don't get it on time we can't print it. Please help us give you the most up to date information possible. Here are the deadlines for the next few issues.

July	July 1
August	July 29
September	September 2
October	September 30
November	October 28
December	December 2
January	December 30
February	January 27

**NMRA MCR DIVISION 9**  
**THE COAL DIVISION**  
**“Steel is King”**  
**Dave Stout’s House Parkersburg, WV**  
**May 11, 2013**

Meeting Called to order at 1:47

Bob thanked Dave and Rhonda Stout for hosting the meeting today.

Members introduced themselves; we had several visitors from Division 2.

**Superintendent Report**

Bob reported that Mike Brestel was elected as an at-large world-wide director.

He also reported on his attendance to the Division 2 Jamboree, which is a one-day convention. The cost was only \$20 and was a good value. The national president gave a clinic and presentation. The July meeting will be a picnic at the St Albans depot. Bob asked members to bring items and the need for a grill to cook the hotdogs and hamburgers.

**Division Clerk Report**

Minutes from the April meeting approved as printed in the newsletter.

Treasury balance is currently \$8,710

Three checks were written in April and early May: \$140 to Matt Crouch for the N Scale display layout, \$208 to Bob Weinheimer for newsletter supplies, and the \$130 match to the NMRA.

**Assistant Superintendent Report**

Gary mentioned division shirts and mentioned the possibility of having patches made as well. He discussed the topic of in-person clinics in the form of hand-on learning and possible topics from the Michiana group. Gary showed some data on miscellaneous information that would be useful to current members. The use of QR codes to access the Division literature was suggested.

**Membership Chair**

John arrived just in time to report on costs of a vertical display (33x80) to be used at the St Albans depot. Other options are available from various sources. The one available through the NMRA is durable vinyl similar to a roll-up window shade. John will contact the producer and bring more information.

**Achievement Program**

Paul is getting close to be ready to be judged for scenery.

**Newsletter Chair**

Dan always welcomes comments, questions, and submissions.

**Clinic Chair**

Clinics are needed for our August and later meetings.

**Travels with Dennis** The Hocking Valley trip is June 8. We will have a tour of the shop area as well as the train ride. The trip will be on cabooses. Today is the deadline for signing up is today. We will be meeting at 11 a.m. A map will be in the next *Up the Holler*.

**Old Business**

None

**New Business**

None

**Announcements**

On September 15 Division 2 is putting on an educational program. In addition there will be extensive layout tours. The Ohio River & Northern group is holding a public presentation in October with mini clinics.

**Next Meetings**

June 8	Nelsonville, OH	(No formal meeting, enjoy the train ride)
July 13	St. Albans Depot	(cook out starts at noon)
August 10	St Albans Depot	
September 14	Portsmouth OH	Mark Maynard’s
October 12	St. Albans Depot	

There was no raffle at the meeting.

Adjourned 2:30

Respectfully Submitted

Jerry Doyle, MCR Division 9 Clerk

## GUEST COLUMN

### Jerry Doyle Division Clerk/Treasurer

At our last meeting I discussed the history of our division from a financial perspective. We had very humble beginnings. Dave Matheny was the first division clerk and when I was “volunteered” for the job our treasury was a bank envelope and contained as much in postage stamps as cash. For several years we functioned efficiently with only a few hundred dollars in the treasury. The hat was passed around when funds got low. Shelby Young began having occasional raffles to make the donation a bit more enjoyable for members.

All of this changed when we agreed to host the 2010 MCR convention. As preparations began we opened a checking account and disbursed many thousands of dollars in what I believe was the best convention the MCR ever held. We made over \$8,000 from the hard work of many of our members.

In the years since the convention we have begun holding raffles on a nearly monthly basis which generate several hundred dollars per year. We also continue the practice of charging for Pike Ads in the *Up the Holler* (several members need to re-up for 2013). There are other occasional sources of income such as our annual swap meet at Mark Maynard’s in September and

others as well. All of these activities provide more than enough funds for our general operations as they currently exist.

I believe it’s time for us to develop a strategic plan for Division 9. It’s time to define the purpose for the funds in our treasury. What do we want to accomplish? Hosting another convention? A model railroad flea market or show? Provide seed money to other divisions? Support NMRA activities? All of these are legitimate ideas as well as many others.

There is one idea which I believe merits immediate discussion. We now hold our meetings in the C&O depot in St Albans, a structure that is in need of some major repair work. I can think of no better place to hold our meetings. The building is historic and next to the busy CSX Kanawha Subdivision mainline. If we plan to continue to make this our home I think it’s time to spearhead a fund raising effort in conjunction with SACOM. There would be many details to be addressed in this effort. We have discussed holding work sessions to make repairs but nothing has come to pass so far. I think it’s time for us to get on the stick and discuss investing in our new home.

## RAFFLE REPORT

### Paul Lapointe

The raffle is in the middle of a mini vacation. Due to circumstances, it was decided to forgo May’s raffle. June’s meeting is replaced with the Hocking Valley train trip in Nelsonville, so there won’t be a raffle then either.

But, we’ll be returning with a bag full of items at July’s meeting thanks to the generosity of a small group of mem-

bers. Several freight cars, a locomotive, and a stack of Layout Planning issues are part of the raffle!

Don’t forget, anything you donate to the raffle makes room for more stuff!

## CONTEST CORNER

The May contest was Passenger Cars. Gary Burdette's Chesapeake and Ohio combine was the winner. Photos by Jerry Doyle.



## TRAVELS WITH DENNIS

### Dennis McGeeny

It won't be long now until we will be meeting at the Boot Factory Grill Restaurant which is located in the Rocky Gear Outlet Store on US Route 33 and Hocking St. in Nelsonville, OH. We will gather for a meal together at 11:30 AM on June 8th in our own room at the restaurant and will be served a wonderful buffet type lunch. We will be joined by a volunteer from the Hocking Valley RR who will take us a special tour of the HV shops following our

lunch. Steam locomotive number 3 is currently in those shops undergoing rebuilding. At 2:30PM our train will leave for the trip to Logan, OH and return. We will be riding in cabooses which are being added to the train just for us. We will be able to ride the deck or up in the cupola for a great view of the trip. On our return there is a wonderful gift shop in the HV depot for you to enjoy. See you soon for a trip of a lifetime. Dennis McGeeny

## ALL ABOARD with Dennis McGeeny

Top of the day members. As an engineer on the Reading Lines and later Conrail in the seventies there were things we did on the real railroad that can be duplicated on your model railroad. We operated under NORAC (Northeast Operating Rules Advisory Committee) rules. Within those rules there were certain authorized abbreviations which were allowed to be used in completing Form Ds (NORAC Movement Permit) and other forms.

ABS	automatic block signal system
APB	absolute permissive block
BO	bulletin order
C&E	conductor & engineer
CNDR	conductor
CP	control point
CS	controlled siding
CSS	cab signal system
DSPR	train dispatcher
ENG	engine or control car
ENGR	engineer
FRM	foreman

FRT	freight
INT	interlocking
JCT	junction
MBS	manual block system
MP	mile post
MPS	miles per hour
MW	maintenance of way
NO	number
OPR	operator
PSGR	passenger
ST	street
TBS	temporary block station
TC	track car
TRK	track

Now when you run your model trains you can use the correct abbreviations when writing your directions from the dispatcher. Just another of so many things you can do on your layout. Dennis

## NMRA InfoNet News

### Tom Draper

#### Latest Update from the Peachtree Express 2013 NMRA Convention

**A special note on our tours:** While we are offering tours to please every taste, we cannot afford to operate tours that fail to meet minimum break-even levels. If you are interested in any of the tours - either layout, prototype or general interest - please **reserve them now**. We must notify our bus provider **by June 12** if any tours are to be canceled, so please don't depend on buying tour tickets at the convention. If enough people don't show interest by the cut-off date, we have no alternative other than to cancel.

The Atlanta Convention Committee has been hard at work for the last several years preparing a great schedule of events for your enjoyment and education. There is truly something for everyone. For the rail-oriented group:

- You can choose from over 200 clinics covering a wide array of topics and including sessions covering basic to advanced topics, even "Modeling with the Masters" clinics.
- Over 60 outstanding layouts in all scales will open their doors for your touring pleasure.
- The silent auction will be filled with bargains in all scales as well as books and railroadians.
- The model celebration and contest is shaping up to be one of the best, so bring what you've been working on to just show it off, or have it evaluated for AP points.
- A Company Store will feature our unique HO and N scale convention cars, numerous items of logo apparel, and many other rail-related goodies.
- The convention banquet will feature professional family-friendly entertainment in the side-splitting "Lucy and Desi tribute show" along with Door Prizes.
- The National Train Show is shaping up to be one of the best. All the major manufacturers and vendors will be there, plus modular layouts in all scales.

Atlanta is rich in railroad heritage and we plan to highlight many local attractions. Prototype tours include:

- Visits to CSX Tilford and Hulsey yards and CSX railfanning (pending CSX confirmation).
- The unique operations of short line Georgia Northeastern
- NS intermodal operations and railfanning
- Metro Atlanta Rapid Transit (MARTA) heavy rail maintenance facility

- A ride over the famed I&N "Hook & Eye" route on our very own charter train
- Re-living the Great Locomotive Chase featuring a professional Civil War historian and visits to many of the actual locations where the civil war skirmishes occurred. You'll also be up close and personal with the actual "General" locomotive.
- A look into the future of transportation takes you to American Maglev's test facility and a ride on their prototype maglev train.
- Airplane buffs will not want to miss the tour to the Delta Museum, which is now planned to include a look at the Delta World Ops Center and training simulators.
- Opportunities to visit Atlanta's two premier rail museums--Southern Museum of Locomotive History and Southeastern Railway Museum.

Atlanta is a great family fun location, so bring the family. General Interest Tours include:

- An extensive array of non-rail clinics, a special ladies luncheon, an "open early-close late" hospitality suite, continuation of the Project Linus quilting activities, evening movie events featuring "Gone With the Wind" and other southern-flavor classics.
- A special evening at Stone Mountain Park to enjoy all the attractions and culminating in the fabulous Laser & Fireworks Spectacular.
- Tours to the Georgia Aquarium, CNN Center, World of Coke, Atlanta Botanical Gardens, Atlanta Cyclo-rama, Carter Library, Martin Luther King birthplace and others.

Our convention venue is convenient and affordable:

- Located outside of downtown Atlanta, The Renaissance Waverly is the convention hotel. Your \$139.00 convention rate includes FREE parking and the hotel is directly connected to the Galleria Centre, site of the rail clinics and tour departures.
- You'll enjoy air-conditioned comfort throughout the entire Waverly/Galleria complex.
- The complex also features a covered walkway to Cumberland Mall, home to 140 stores and numerous restaurants.

For additional convention details, visit:

[www.nmra2013.org](http://www.nmra2013.org).

Joe Gelmini – Peachtree Express Convention Chairman

**A message from Tony Koester, At Large Director,  
Worldwide (2005-2013)  
Considerations When Inviting Speakers To Your  
Convention**

I've been asked to give clinics and after-dinner talks at venues literally around the world since 1969. I very much appreciate the honor, as do others who receive similar invitations.

There are several considerations that we should all be aware of, however, that will help to avoid anyone being in an embarrassing or financially untenable situation. Based on decades of presenting talks and on discussions with others who are often asked to do this, I have prepared a list of expectations and customs.

Speakers asked to give a talk in their home Region or Division do not usually expect to have any expenses covered. It's just part of being an active and participating member of a Region or Division.

When I was elected At-large Director, Worldwide, one of my first proposals was to compensate those who are asked to give clinics at National Conventions. When the officers and directors worked through the numbers, however, it quickly became apparent that any significant compensation such as free lodging or even registration would cause the basic registration fee to grow significantly. That said, in my view clinicians who attend the National only for the day they present their clinic should, at a minimum, be allowed to register at a one-day rate. Even though it is a distinct honor to be asked to give a clinic at a National Convention and counts toward an Achievement Program certificate, perhaps some means of offsetting expenses for National clinicians will one day be worked out by the leadership team and convention hosts.

Those who are invited to give clinics or after-dinner talks at Regions other than their home Region cannot be expected to cover their own major expenses, including transportation, lodging, and banquet costs. They should expect to cover their own non-banquet meals, tours, and other extra-fare costs. But it is simply unfair to expect popular speakers to spend significant hobby funds to "entertain your troops," as they are often invited to numerous conventions each year. The costs quickly become prohibitive. The model railroad publications do have budgets for staff travel, but such budgets are usually very limited.

Many travel schedules and budgets are set up at least a year out; my own travel schedule tends to fill up two or three years in advance. So as soon as you have a date set for your event and a person delegated to round up a slate of clinicians and the after-dinner speaker, immediately reach out to those you hope can help you make your convention a resounding success.

Tony Koester, At-large Director, Worldwide (2005–2013)

**NMRA Election Results Announced**

NMRA Secretary John Stevens announced the results of

the voting which took place earlier in the year for three NMRA Board of Director positions. The results aren't considered official until the Board of Directors meets this July in Atlanta and accepts the report of the Ballot Committee.

**At-Large Worldwide Director**

Mike Brestel (446)

Larry Smith (295)

Stan Ames (291)

Leslie Eaton (56)

**Atlantic District Director**

Kathy Millatt (74)

Alain Kap (17)

**Western District Director**

Jack Hamilton (263)

Larry Alfred (155)

**Home Depot / Holiday Project / National Model  
Railroad Month**

This concept is for the design and implementation of a multi-city holiday campaign titled BUILD A MEMORY.

This project would be the building of a Holiday Train that families can create together to have a lasting holiday memory. The concept is simple; the NMRA designs a build packet that includes all specs (lumber, wiring, track layout, suggested scenery, etc.) that local Home Depot patron can watch being built as part of their Saturday Build Workshop series. The patron would then take plans home and build themselves. (We are in discussion with National retailers and publication for sponsorship.) We would like the Divisions to build a set of in progress layouts (like a cooking show) so the patrons do not have to be at Home Depot for more than an hour. We would also recruit local hobby shops to partake.

The NMRA Marketing department would contact the local regions and divisions to man the selected Home Depot stores and also work with a local market hobby shop to help with awareness of hobby materials.

We need Divisions from the following areas to partake in this campaign. (SE states, NE states, Upper Mid states, Lower Mid States, SW states, Pacific Northwest) These events will be filmed for local news. If interested, please contact Page Martin at [marketing@hq.nmra.org](mailto:marketing@hq.nmra.org)

*If you have any questions or comments about any of the above, please send them directly to a Director or Officer. You'll find those addresses at [www.nmra.org](http://www.nmra.org) or in the NMRA Magazine.*

Regards,

Tom Draper – HLM, DSA, FA  
Director – Support Services

## Teaching an old Dog New Tricks OR Building Your Retirement Model Railroad With No Prior Experience Tony Puccini

I have always heard that it is best to have built several model railroads in your lifetime. You start small and simple, learning various skills such as basic electricity, soldering, constructing rolling stock from kits, building scenery etc. Over the years you hone these skills and learn others. You put these skills to work and gain experience while building your own layout and helping others build their layouts. It is a time of experimentation and learning from your mistakes. There is no better teacher than hands-on projects.

One morning in the Spring of 2005, I found myself purchasing my retirement home in Huntington, West Virginia. After careful contemplation I decided that the smallest (9 foot x 10 foot) of my three bedrooms would house the Three Arrows Railroad. As I signed the appropriate documents; it became apparent that all my previously designed layouts were rendered obsolete. On the bright side, now I had a permanent home for my layout with defined boundaries. The next layout that I designed would actually be built. Bob Weinheimer suggested that I could design a double decker and, in 'N' scale, use the closet to house the helix. WOW! What a wonderful idea. The square footage of the Three Arrows Railroad just doubled. Few people



are fortunate or blessed to find that they now have enough room to incorporate all the scenes that they dreamed about. I decided to incorporate most everything that I liked into a point to point rural railroad set in the 1930's with a large yard at each end. The main motive fleet would be six 2-8-0 Consolidations. They would haul coal, dairy products, apples, and people through the Pennsylvania countryside. This is the area where I grew up and where my love of all things dealing with railroads was formed. Jerry Doyle told me that this sounded like a railroad called the Maryland and Pennsylvania (Ma and Pa). Jerry lent me a book on the Ma and Pa and I knew that I had found my prototype.

It was a lot of fun to learn all about this prototype line and eventually modify my existing plans to generally follow the Ma and Pa. I did decide that on some major points I would freelance. This means that I was free to exercise creativity while having a prototype as my guide. Now the Three Arrows Railroad had a real reason to exist and a set of plans to help me to understand how it should operate.

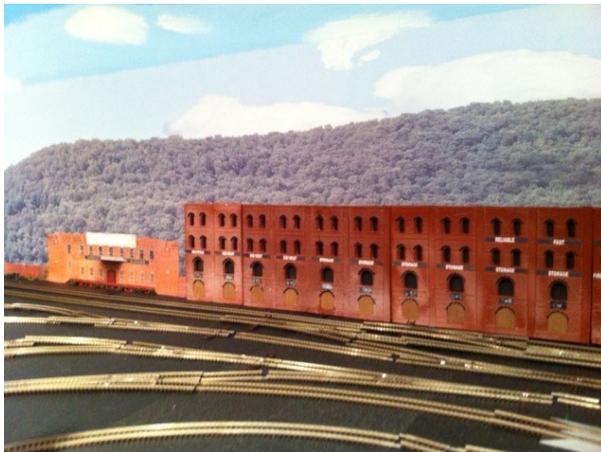
Naming cities, towns, et al was interesting but much more difficult than I had anticipated. I decided not to use real names from the Ma and Pa but wished to fabricate my own. I did not use family nor friends (except one) for surely I would inadvertently leave someone out and they would feel bad. And of course so would I. The one exception is "Lin's Landing" a river port used to transport coal. It is named after Lin Young who was a US Navy carrier pilot who used to fly A-4 Sky Hawks.

Now with appropriate space and a viable layout plan in hand (the layout plan would see lots of modifications as building the layout progressed). The next question was where and how do I begin. I had never built bench work, scenery, or even soldered anything before. I have not yet used my spray gun. I only own two power tools; a Dremel and a power drill. To me a power saw is like playing with a shark. I hear that we all have phobias, and power tools is one of mine. I am so fortunate that there is the NMRA's "basic guidelines", 'how to books', articles, clinics, and most important, friends from Division 9.

The best model railroad advice that I received was from Gary Burdette who stated that if you put up a board a day, before you know it, your layout will be built. That colloquial saying sure rings true. Since this is my first and hopefully my last model railroad, I have to do a lot of studying and plan carefully. So far I have found every fac-

et of this hobby from construction of bench work to kit-bashing both informative and fun.

As stated before, the third and smallest bedroom is designated the train Room. An electrician removed the overhead fan and installed track lights. I would later install a double string of LED lights for better illumination of the lower level. I blocked out the double windows with heavy white construction cardboard held in place with white duct tape. Then all the walls were painted a sky blue. Getting a realistic shade of blue was a challenge. "Backdrop" wallpaper was just the ticket to give both levels a three dimensional look where the countryside fades into the distance. Before applying this wallpaper I calculated that the distance from the floor to the lower level would be 43 inches. The distance between levels would be 17 inches and the distance from the floor to the upper level would be 60 inches. After putting up the wallpaper I noticed that there were a few small areas that contained buildings constructed after the 1930's. Consequently a little cutting and pasting was in order. The backdrop wallpaper is so constructed that cutting and pasting is easy and hard to detect.



I "studied" clouds while I was affixing the backdrop wallpaper. Someone told me that Mark Maynard had developed and presented a great "adding clouds to your layout" clinic while I was out of the area. I contacted Mark and he was kind enough to forward me that clinic soonest. It was exactly what I needed. Soon I was producing realistic clouds and by following mark's directions, it was rather easy. My daughter, Danni, explained how to shade the clouds to give the illusion of depth. You will notice that I am using a lot of Division 9 names here. People helping people is one of the tremendous benefits of belonging to the NMRA. I could not have gotten as far as I am without the help of my fellow modelers. I stand ready to help others in any way that I can.

Next I carefully read over the NMRA's beginners section on bench work along with Russ Larson's "N Scale

Primer", Lin H Westcotts "How to build Model Railroad Bench work" and a host of articles from model railroad publications that I have collected and cataloged over the years. These articles are sure coming in handy now that construction has started. A work obligation sent me back to work out of the area for a year. Consequently, as a gift to myself, I had a helix constructed professionally. It was a wonderful idea and it fit right into my closet. It is now covered to represent a mountain. Jerry Doyle helped me put in the supporting bench work for the helix. Gerry suggested that we put in an access hole in the middle. Now that is a great idea.

My bench work is a combination of around the wall shelving and prefabrication by a company called "Sievers". For four Saturday mornings from about 0900 to 1200 Bob Weinheimer, Bill Wadsworth and I completed both levels of bench work. For the surface I used  $\frac{3}{4}$  inch plywood topped with  $\frac{1}{2}$  inch homasote. I even got to use a power saw safely but I never felt comfortable with it.

Every now and then I deviate from following a logical path to layout completion. At these times I find myself building a kit or modifying my track plan. Usually modifying my track plan. After more than six years, I thought that my layout would be complete in every respect long before this. I find that I am one of those model railroaders who enjoys building more than operating. The great thing about our hobby is that there really is something for everyone. For we who enjoy building, after our layouts are somewhat complete (I heard they are really never complete) may be the time to build a module or two.

Jerry Doyle taught me the art of kitbashing. With that knowledge and lots of practice, I was able to modify a machine shop, a coal mine and 7 of the 18 buildings that comprise my main city of Winchester. There was a rush to complete Winchester in January as I wanted it complete with sidewalks before my daughter's visit.



I even drew a few birds soaring in the skies and a flock of Canadian Geese migrating. In N scale they are difficult to locate among the clouds. Taking my new skill of kitbashing in another direction, I used just the fronts of 12 buildings in constructing the second largest city of Hamilton in an attempt at giving it a three dimensional effect.

Less than a week ago in a flurry of activity, I finally put every piece of track where it belongs. It is just laying there, not hooked together. I need more turnouts and turnout machines, which I just ordered from Chuck Willey's "West Virginia Hobbies and Crafts" store. In the interim I cutout cardboard templates of turnouts. Now I have a feel for every inch of track.

Jerry Doyle, with my meager assistance, cut the pit for one of my two turntables. The second turntable is a small surface model.

The next project is to actually fit all sections of track and turnouts together. Then I will solder these sections, not to exceed three feet. And then drop feeder wires from these sections to the bus wires running below. After wiring the turnouts I should be able to test run the whole

layout. It all sounds rather daunting. I have lots to learn but I must first master soldering. The best place to begin is in the largest yard which serves the city of Hamilton.



There will be a lot of deviations to built kits and apply some scenery. The Three Arrows Railroad (TAR) has provided me with hundreds of hours of challenges, learning

### The Reminiscences of David Robinette

There were some farmers who had purchased some young wild horses which were shipped in by rail. The farmers would take the horses to the farm to feed and grow and then sell them at farmers markets. The cattle pen at Pounding Mill, where the horses were delivered, was flat inside but had a steeply angled unloading ramp. Most truck drivers preferred to load the horse onto their trucks from the ground; so the horses would be walked down from the cattle pen two or three at a time. The trucks were flat bed truck with eight foot wood racks on the sides.

Well, one time there was a group of people sitting on the hillside watching a delivery of horses. They were walking them down two or three at a time and tying them up in the truck then go back for more. Once all the horses were loaded they would close the rear gate on the truck and head for the farm. This time, however, one horse was not tied tight enough in the truck and got frightened and reared back. The horse ended up falling off the truck on his side. The onlookers on the hillside moved pretty fast

to get out of the way and a lot of them did not sit down again when the commotion was over. The truckers were able to get the horse back to the cattle pen and put a bridle on him and tied him good and tight. Then they moved him to the truck in the center of a group of five or six horses crowding him in so he couldn't get out of control.

This was when railroads and highway worked together to get jobs done. It was not a high profit item, but it worked. Farmers would also buy two or three cars of yearlings which were shipped in by rail in the spring. They would fatten them up and sell them in the fall for a profit. Farmers used different things to make ends meet. All shared equipment, animals and feed. Bedding for cattle had to be eight inches thick, sheep and hogs needed six inches. So, when animals were being shipped someone had to shovel all that bedding in to the rail car and spread it from end to end at the proper thickness. One time I did that job and was paid fifty cents when I finished. Who would do that today?

Now that Up The Holler is a monthly publication, your Pike Ad support is much more important. If you don't already have an ad, please consider buying one. We can help with the art work if necessary.



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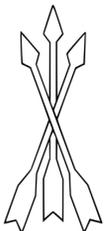


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**June 8**

**Special Outing at the Hocking Valley Scenic Railway  
Nelsonville, OH**

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**July 13**

**St. Albans Depot  
Fourth Street and Fourth Avenue  
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**August 10**

**St. Albans Depot  
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**September 14**

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